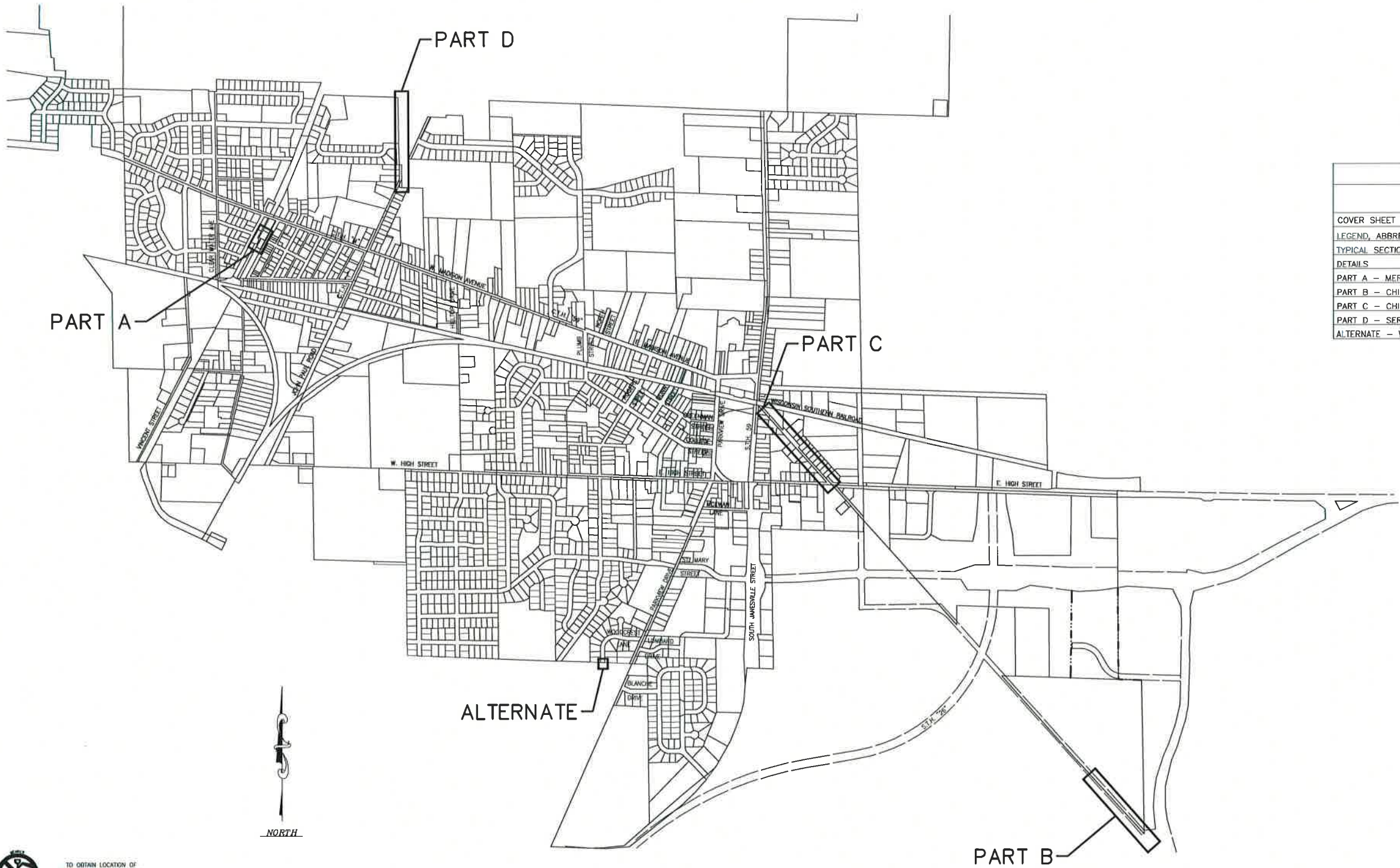


CITY OF MILTON, WISCONSIN

2016 PAVEMENT IMPROVEMENTS

DRAFT



SHEET INDEX	
TITLE	SHEET NO.
COVER SHEET	1
LEGEND, ABBREVIATIONS, BENCHMARKS AND GENERAL NOTES	2
TYPICAL SECTIONS	3
DETAILS	4-8
PART A - MERCHANT ROW PARKING LOT	9-10
PART B - CHICAGO STREET RECONSTRUCTION	11
PART C - CHICAGO STREET RESURFACING	11
PART D - SERNS ROAD RESURFACING	12
ALTERNATE - WOODCREST LANE	12



Mark E. Langer
PROJECT MANAGER

BAXTER & WOODMAN
Consulting Engineers

www.baxterwoodman.com

BAXTER & WOODMAN, INC.
STATE OF WISCONSIN - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 484-011 - EXPIRES 1/31/2018

PROJECT NO.: 160530 DATE: 6/24/16

I:\BURLINGTON\MILTON\160530-MILTON - 2016 PAVEMENT IMP\CAD\DRAWINGS\DWG\40 - CURRENT\160530-CVR.DWG CVR
PLOT: 6/25/2016 8:05 AM By: 4211LB
Created by: Baxter & Woodman, Inc.
Saved at: Burlington, WI
License No. - 484-011 - Expires 1-31-18



CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

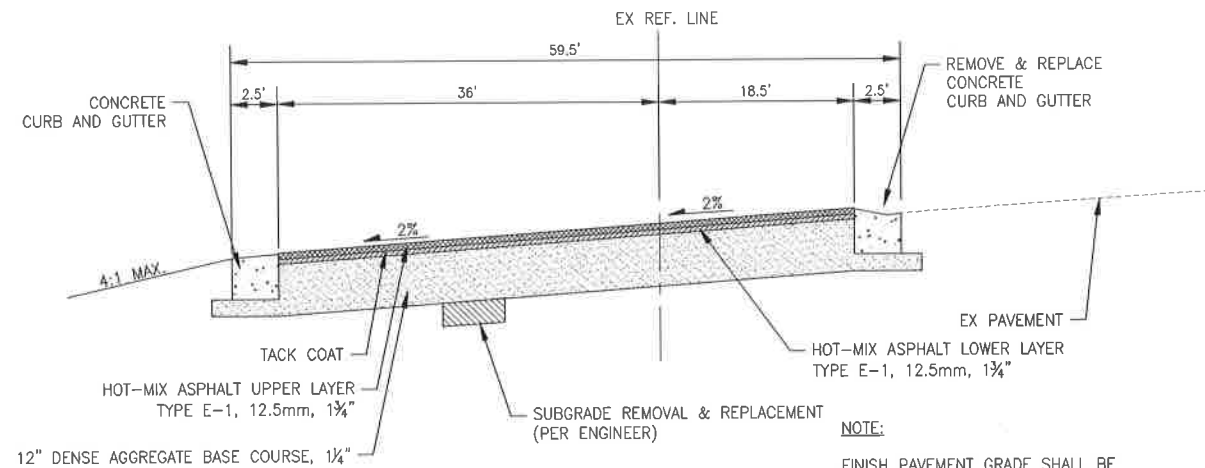
WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

LEGEND	
EXISTING	PROPOSED

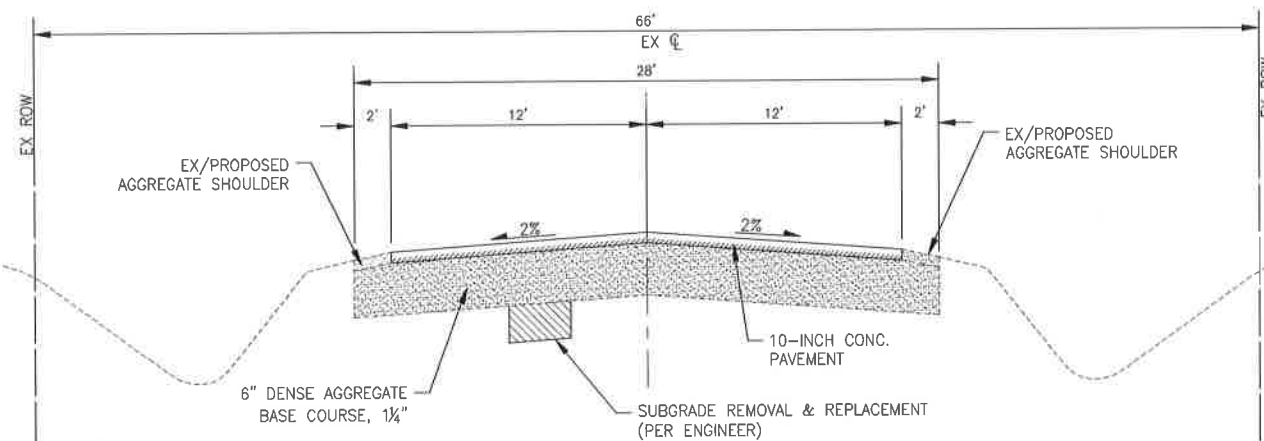
ABBREVIATIONS

CONC.	PORTLAND CEMENT CONCRETE	R	STRUCTURE TO BE RECONSTRUCTED
ASPH.	ASPHALTIC PAVEMENT	A	STRUCTURE TO BE ADJUSTED
GR	GRAVEL	▲	CENTRAL ANGLE
CMP	CORRUGATED METAL PIPE	D=	DEGREE OF CURVE
FH	FIRE HYDRANT	T=	TANGENT LENGTH
CI	CAST IRON	L=	CURVE LENGTH
DI	DUCTILE IRON	R=	RADIUS OF CURVE
F-F	FACE-TO-FACE	E=	EXTERNAL DISTANCE
E-E	EDGE-TO-EDGE	SE=	SUPERELEVATION (FT. PER FT. OF WIDTH)
B-B	BACK-TO-BACK	X=	EXTERNAL DISTANCE OF VERTICAL CURVE
BM	BENCH MARK	PC	POINT OF CURVATURE
INV	INVERT ELEVATION	PI	POINT OF INTERSECTION
CL EL	CENTERLINE ELEVATION	PT	POINT OF TANGENCY
P	POINT	POT	POINT ON TANGENCY
G	GUTTER	PCC	POINT OF COMPOUND CURVATURE
C	CURB	PRC	POINT OF REVERSE CURVATURE
BC	BACK OF CURB	VC	VERTICAL CURVE
EOP	EDGE OF PAVEMENT	N&W	NAIL AND WASHER
PL	PROPERTY LINE	TCE	TEMPORARY CONSTRUCTION EASEMENT
ROW	RIGHT OF WAY		
FL	FLOW LINE		
TF	TOP OF FRAME		
TC	TOP OF CURB OR CONCRETE		

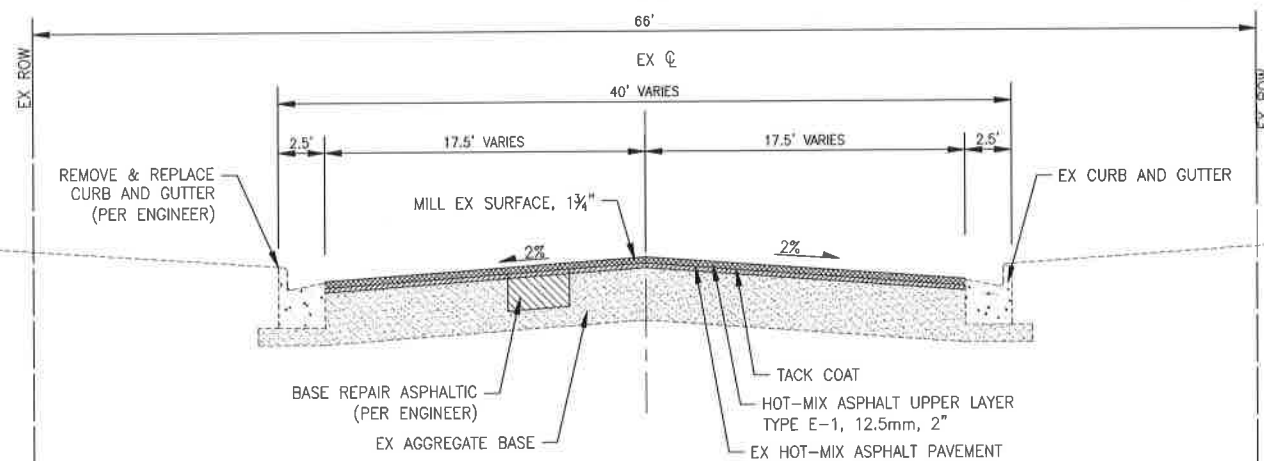
- ### GENERAL NOTES
- CONTACT HOWARD ROBINSON, DIRECTOR OF PUBLIC WORKS AT 608-868-6914 AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.
 - PROVIDE PROPERTY OWNER'S ADVANCE NOTICE OF CONSTRUCTION ACTIVITIES THAT WILL RESTRICT THE USE OF THEIR DRIVEWAYS.
 - DO NOT STORE MATERIALS, STRUCTURES, OR MACHINES WHERE THEY WILL OBSTRUCT STREET CROSSING OR DRIVEWAY SIGHTLINES.
 - IF EXISTING STORM SEWERS OR CULVERTS MUST BE CUT OR RELOCATED, PROVIDE MEANS NECESSARY TO MAINTAIN STORM WATER DRAINAGE CAPACITY AT ALL TIMES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
 - THE EXISTING UNDERGROUND FACILITIES SHOWN ON THE DRAWINGS ARE BASED ON INFORMATION PROVIDED BY OWNERS OF SUCH FACILITIES AND ARE NOT NECESSARILY COMPLETE. CONTACT DIGGERS HOTLINE FOR UTILITY LOCATES 3 WORKING DAYS PRIOR TO EXCAVATION.
 - PROTECT EXISTING UNDERGROUND UTILITIES AND BUILDING SERVICE LINES FROM DAMAGE. MAKE SUCH EXPLORATION AS IS NECESSARY TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES. EXERCISE CARE DURING THE PROGRESS OF WORK IN THE AREA TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES.
 - NOTIFY ALLIANT ENERGY - GAS OPERATIONS 72 HOURS PRIOR TO ANY TRENCHING AT GAS MAIN CROSSINGS. ALL NATURAL GAS PIPING DISTURBED OR EXPOSED DURING CONSTRUCTION MUST BE INSPECTED BY WE ENERGIES - GAS OPERATIONS PRIOR TO BACKFILLING.
 - COORDINATE WITH UTILITY COMPANIES TO SUPPORT, PROTECT, OR REMOVE AND REPLACE ALL POWER POLES OR POLE ANCHORS THAT ARE AFFECTED BY CONSTRUCTION, EVEN WHERE SUPPORT IS NOT INDICATED ON PLAN SHEETS, PERFORMED AS INCIDENTAL TO CONSTRUCTION.
 - PROVIDE TRAFFIC CONTROL AS REQUIRED IN ACCORDANCE WITH SECTION 01 50 00, "CONSTRUCTION FACILITIES AND TEMPORARY CONTROLS" OF THE PROJECT MANUAL, WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, AND THE LOCAL GOVERNMENTAL AUTHORITY DURING CONSTRUCTION.
 - COMPLY WITH THE PROJECT MANUAL, THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN, AND WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, AND DEPARTMENT OF NATURAL RESOURCES REQUIREMENTS.
 - COMPLY WITH ALL OSHA RULES AND REGULATIONS DURING CONSTRUCTION.
 - PROVIDE TEMPORARY EROSION CONTROL DEVICES PRIOR TO ANY OTHER GROUND DISTURBING ACTIVITIES AS INDICATED ON THE DRAWINGS AND AS NEEDED TO CONTAIN SEDIMENT FROM THE CONSTRUCTION ACTIVITIES. MAINTAIN EROSION CONTROLS UNTIL VEGETATION IS ESTABLISHED. ALL TEMPORARY EROSION CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.
 - THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEASURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER OR GOVERNING AGENCY.
 - MINIMIZE SURFACE DISTURBANCE FROM THE CONSTRUCTION ACTIVITIES ACROSS PRIVATE PROPERTIES.
 - REMOVE AND REPLACE ALL MAILBOXES WITHIN THE LIMITS OF CONSTRUCTION TO THE REQUIREMENTS OF THE POSTMASTER. MAILBOXES DAMAGED FROM CONSTRUCTION ACTIVITIES ARE TO BE REPLACED WITH NEW MAILBOXES OF SIMILAR CONSTRUCTION AND SIZE. INSTALL AND REMOVE TEMPORARY MAILBOXES AS REQUIRED, AND THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
 - REMOVE AND REPLACE STREET SIGNS WITHIN THE LIMITS OF CONSTRUCTION AS REQUIRED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTROLLING AUTHORITY, AS INCIDENTAL TO THE CONTRACT.
 - OVER EXCAVATE SOFT, SPONGY, OR OTHER UNSUITABLE SOIL ENCOUNTERED AT THE BOTTOM OF THE PIPE BARREL OR MANHOLE BOTTOM, AND REPLACE WITH GRANULAR MATERIAL AS DIRECTED BY THE ENGINEER.
 - RECONNECT EXISTING DRAIN TILES DISTURBED DURING TRENCHING OPERATIONS WITH SAME SIZE AND MATERIAL DRAIN TILE, OR PVC SDR 26, WITH WATERTIGHT COUPLINGS, AS INCIDENTAL TO THE CONTRACT.
 - PROTECT ALL PAVED AREAS FROM DAMAGE WHERE CRAWLER-TRACK MACHINERY IS USED.
 - WHERE THE NEW PAVEMENT, SIDEWALKS, OR DRIVEWAYS ABUT EXISTING PAVEMENT TO REMAIN IN PLACE, SAW CUT THE EXISTING PAVEMENT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE NEW AND EXISTING SURFACES PERFORMED AS INCIDENTAL TO CONSTRUCTION.
 - THE ENGINEER WILL ESTABLISH THE LIMITS OF DRIVEWAY REMOVAL AND REPLACEMENT.
 - ESTABLISH PRE-EXISTING DRAINAGE PATTERNS IMMEDIATELY AFTER BACKFILLING AND DURING FINAL GRADING.
 - RESTORE LAWN AREAS DISTURBED BY THE CONSTRUCTION WITH A MINIMUM 4-INCHES OF TOPSOIL AND SEED, AT THE LOCATIONS DETERMINED BY THE ENGINEER. EROSION MAT WILL BE REQUIRED ON SLOPES OF 4H:1V OR GREATER.
 - ADJUST ALL CITY OF MILTON UTILITY STRUCTURES PRIOR TO PAVING AS INDICATED BY THE ENGINEER.
 - SIDEWALK, CURB AND GUTTER REMOVAL AND REPLACEMENT LOCATIONS ARE SHOWN ON THE PLANS FOR REFERENCE ONLY AND THE LOCATIONS ARE APPROXIMATE. EXACT LOCATIONS WILL BE MARKED IN THE FIELD BY THE ENGINEER OR OWNER.



MERCHANT ROW PARKING LOT (PART A)
TYPICAL SECTION
NO SCALE

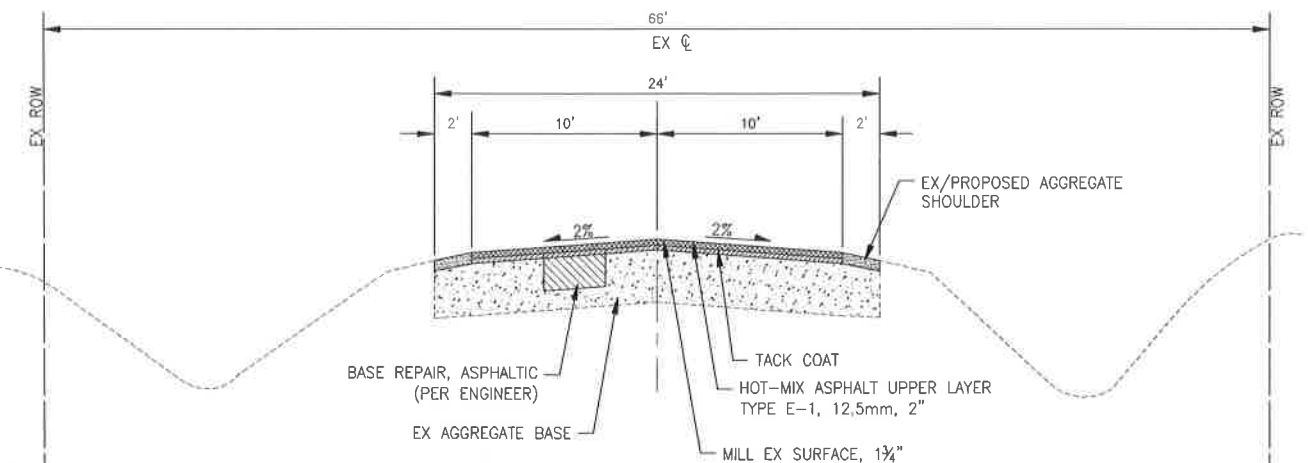


CHICAGO ST. RECONSTRUCTION (PART B)
TYPICAL SECTION
NO SCALE

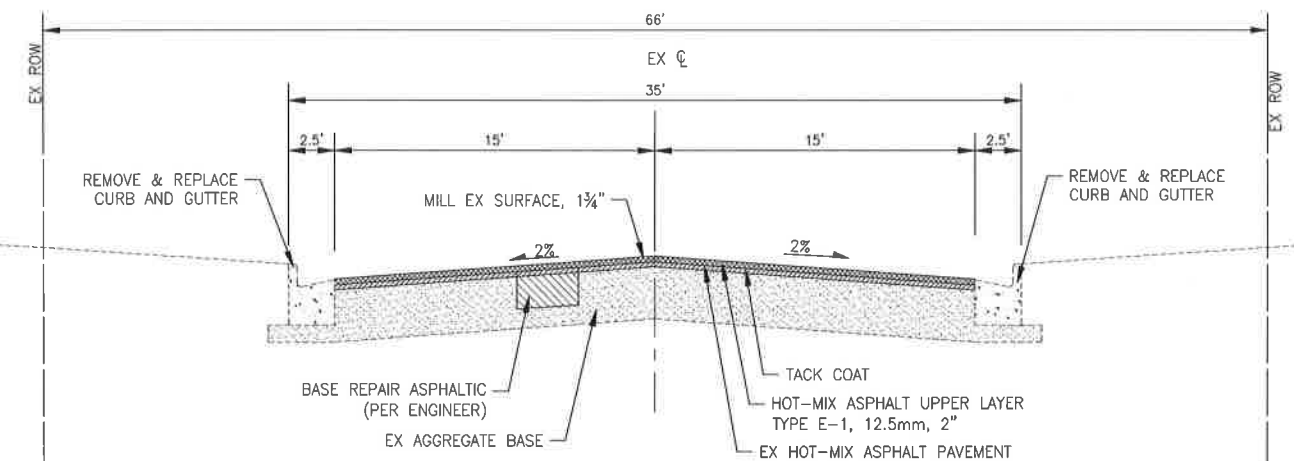


CHICAGO ST. RESURFACING (PART C)
TYPICAL SECTION
NO SCALE

NOTE:
FINISH PAVEMENT GRADE SHALL BE
1/4" ABOVE GUTTER FLAG.



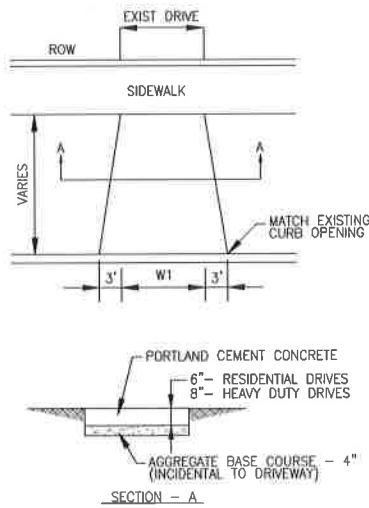
SERNS ROAD (PART D)
TYPICAL SECTION
NO SCALE



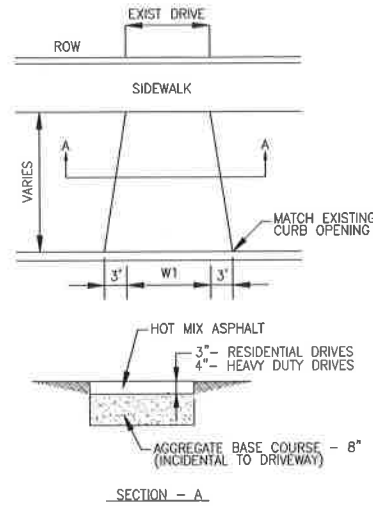
WOODCREST LANE (ALTERNATE)
TYPICAL SECTION
NO SCALE

NOTE:
FINISH PAVEMENT GRADE SHALL BE
1/4" ABOVE GUTTER FLAG.

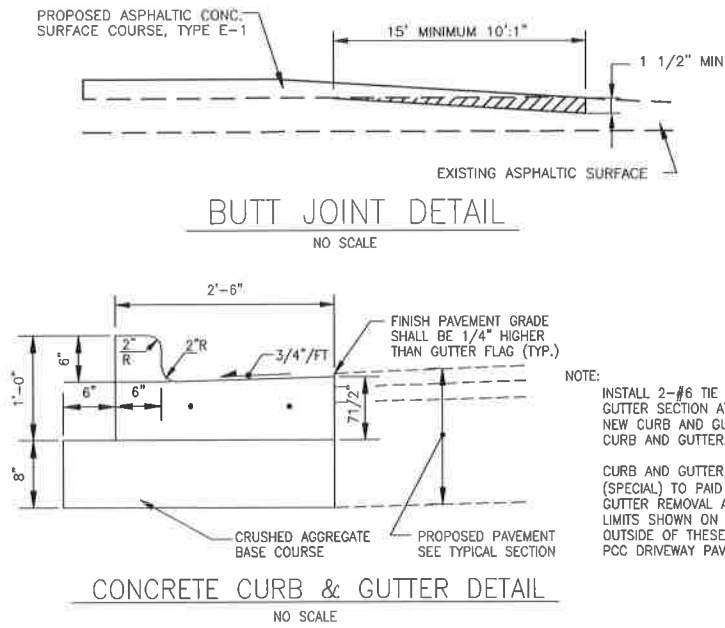
NOTE:
EACH TYPICAL SECTION MAY INCLUDE THE INSTALLATION OF A LEVELING LAYER
(HMA, TYPE E-1, 12.5mm) AS DETERMINED BY THE ENGINEER.



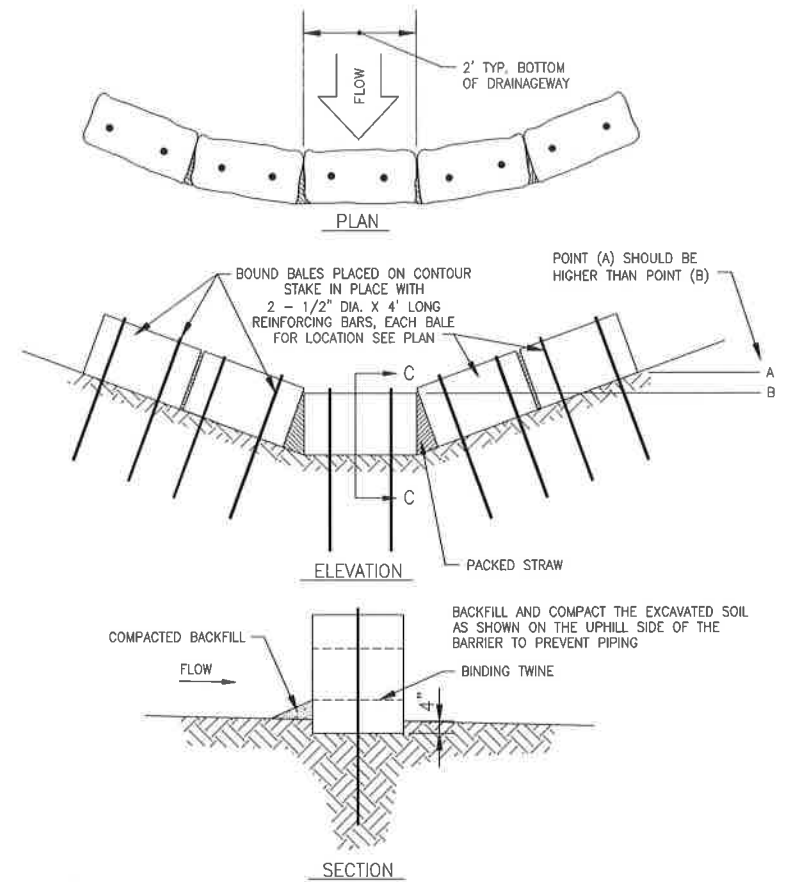
DRIVEWAY PAVEMENT DETAIL - PCC
NO SCALE



DRIVEWAY PAVEMENT DETAIL - HMA
NO SCALE

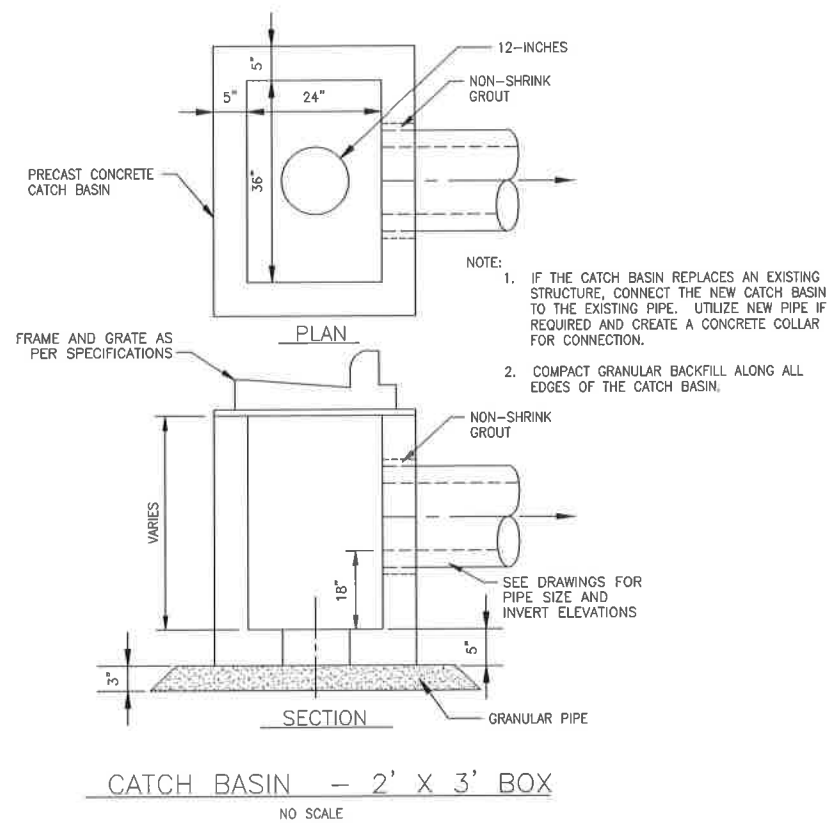


CONCRETE CURB & GUTTER DETAIL
NO SCALE

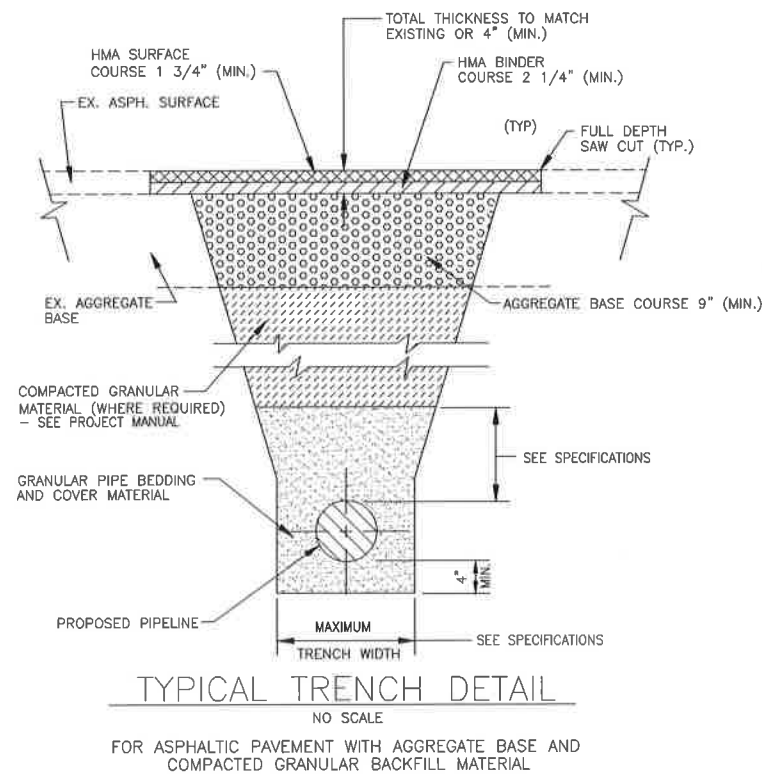


- NOTES:
1. STAGGER BALES TO COVER JOINTS IF MORE THAN 1 ROW IS USED.
 2. WHEN ROLLED EXCELSIOR IS USED, ANGLE STAKES IN THE DIRECTION OF FLOW, DRIVE THEM 2' ON CENTER, AND ENTWINE THE ENDS OF THE STAKES IN THE MESH ROLL COVERING.

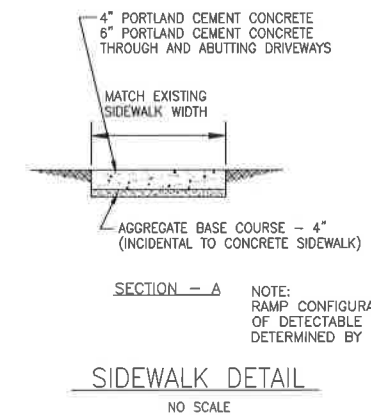
DITCH CHECK STRAW BALE OR EXCELSIOR BARRIER
NO SCALE



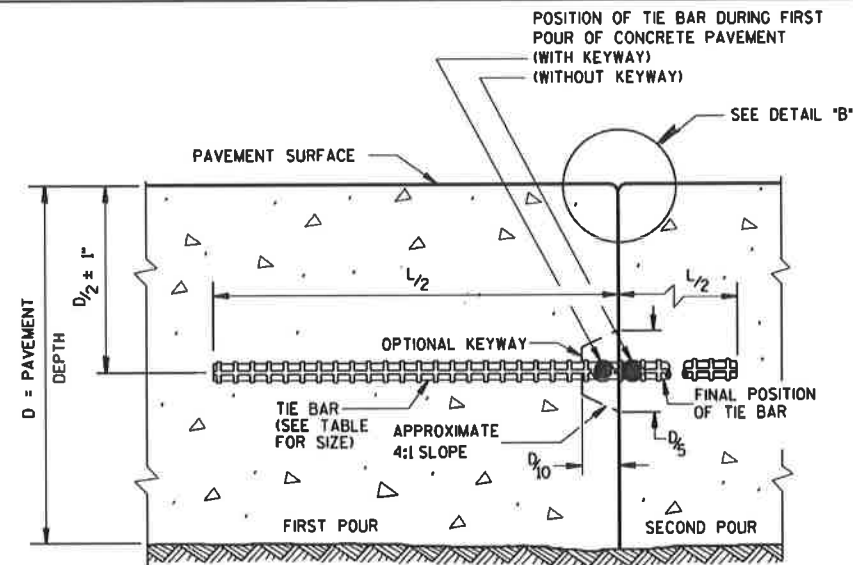
CATCH BASIN - 2' X 3' BOX
NO SCALE



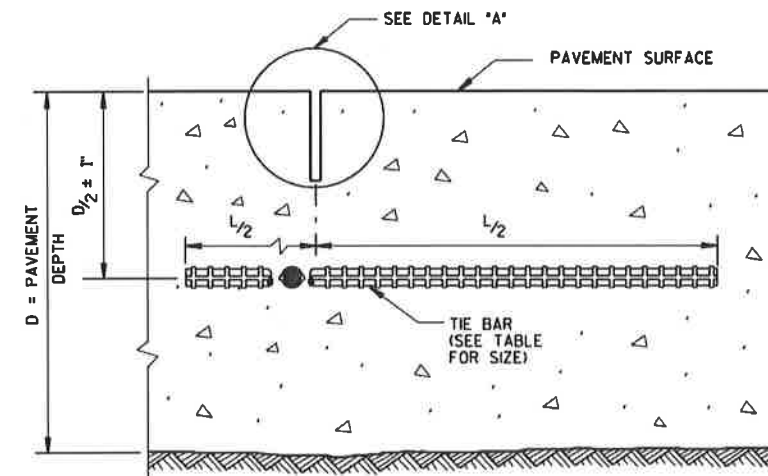
TYPICAL TRENCH DETAIL
NO SCALE
FOR ASPHALTIC PAVEMENT WITH AGGREGATE BASE AND
COMPACTED GRANULAR BACKFILL MATERIAL



SIDEWALK DETAIL
NO SCALE



CONSTRUCTION JOINT



SAWED JOINT

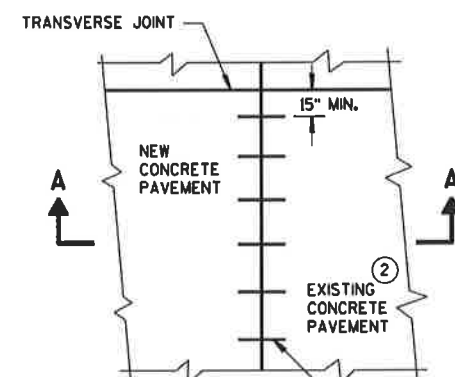
GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

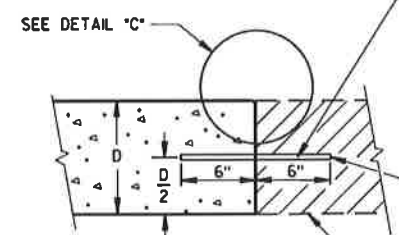
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

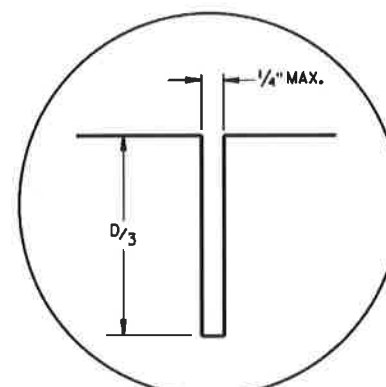


PLAN VIEW

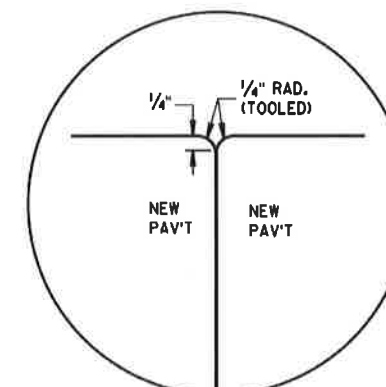
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



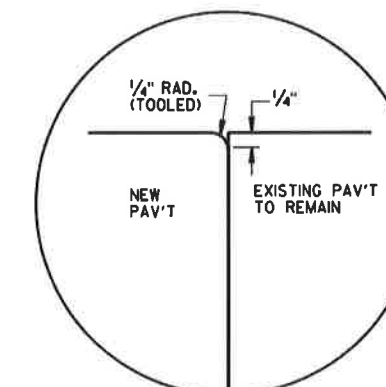
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



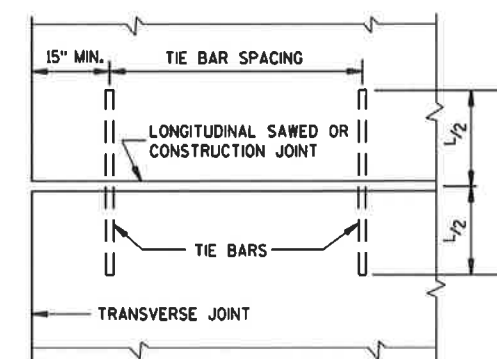
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

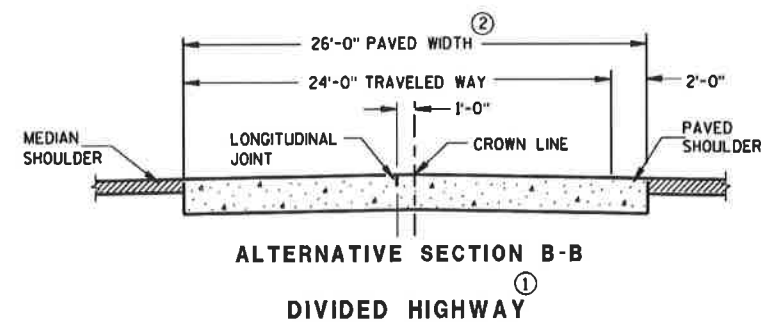
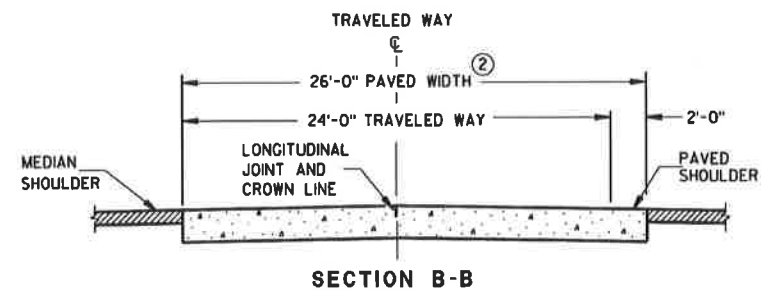
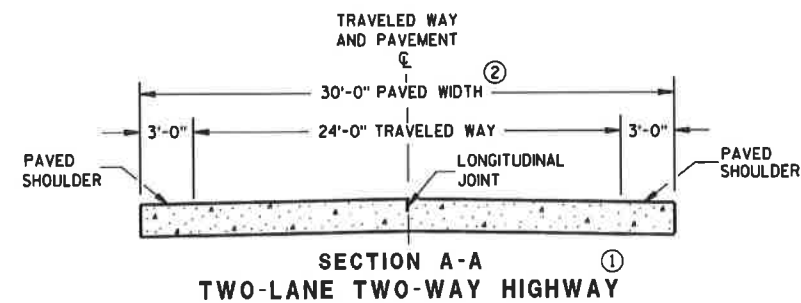
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June, 2015 DATE	/S/ Peter Kemp, P.E. PAVEMENT SUPERVISOR
FHWA	



GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

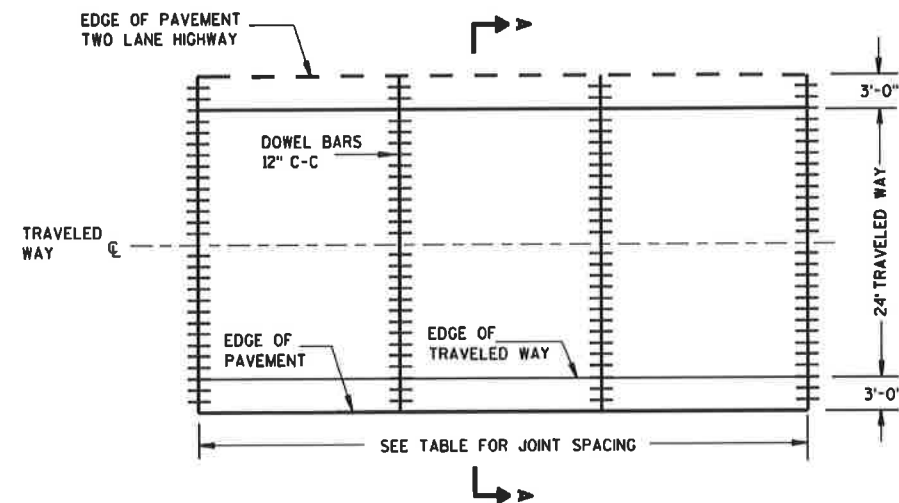
CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

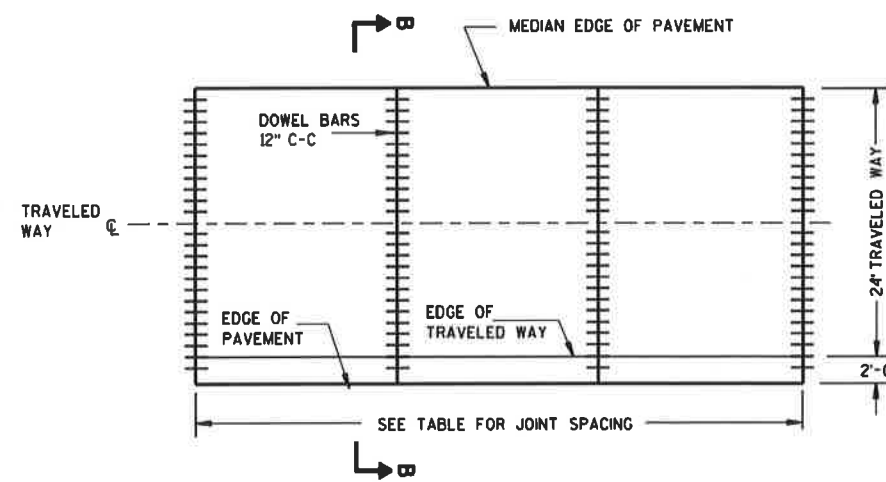
- ① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.
- ② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	12'
7", 7 1/2"	1"	14'
8", 8 1/2"	1 1/4"	15'
9", 9 1/2"	1 1/4"	15'
10" & ABOVE	1 1/2"	15'



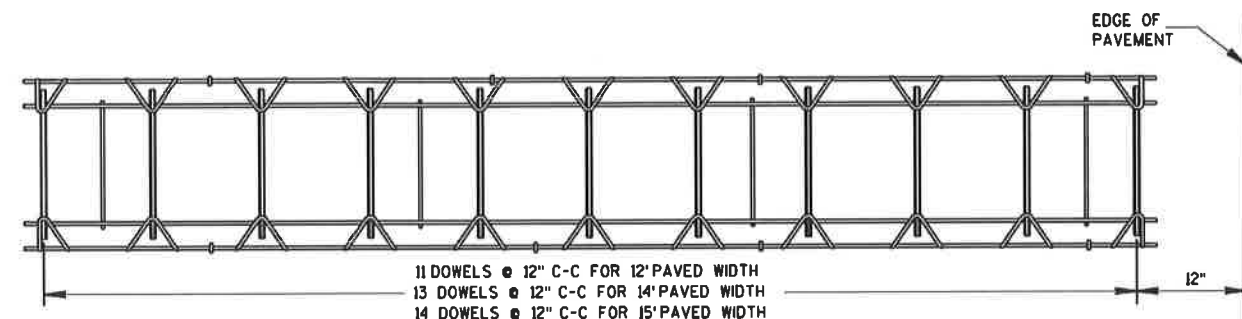
CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



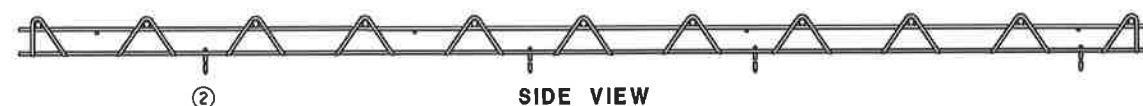
CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

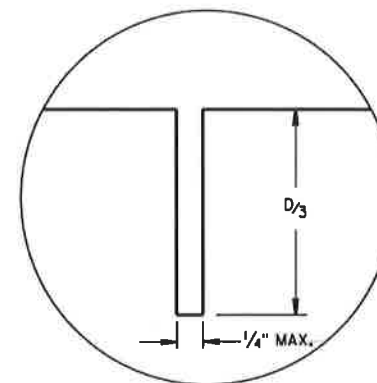
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



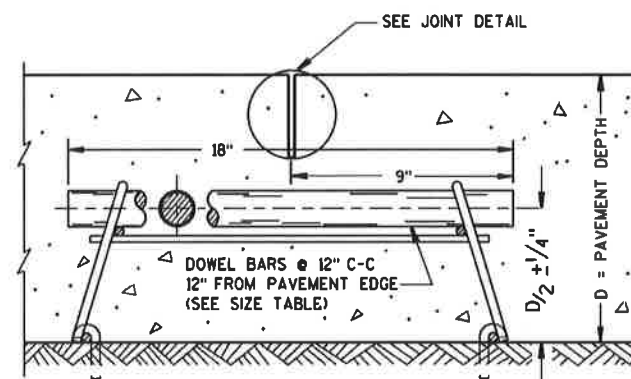
PLAN VIEW

SIDE VIEW
(NORMAL TO CENTERLINE)

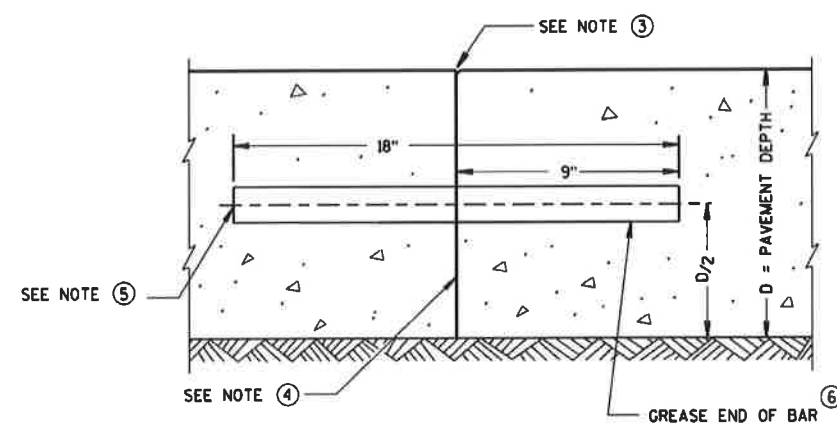
CONTRACTION JOINT DOWEL ASSEMBLY ①



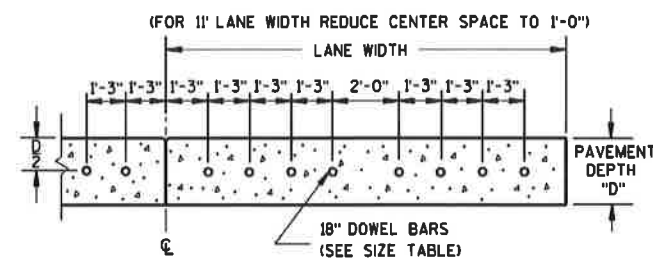
JOINT DETAIL



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

GENERAL NOTES

- ① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.
- ② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.
- ③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A $1/4$ -INCH RADIUS AT FORMED JOINTS.
- ④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.
- ⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.
- ⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.
- ⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS $1/8$ -INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.

RURAL DOWELED
CONCRETE PAVEMENTSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013
DATE

FHWA

/S/ Deb Bischoff
PAVEMENT POLICY & DESIGN ENGINEER

SHEET 7

BAXTER & WOODMAN
Consulting Engineers

E

PROJECT NO:160530

CITY OF MILTON, WISCONSIN

COUNTY: ROCK

DETAILS

FILE NAME : I:\BURLINGTON\MILTC\160530-MILTC - 2016 PAVEMENT IMP\CADD\DRAWINGS\DWG\40 - CURRENT\160530-GLD.DWG
LAYOUT NAME - 160530-GLD - DETS4

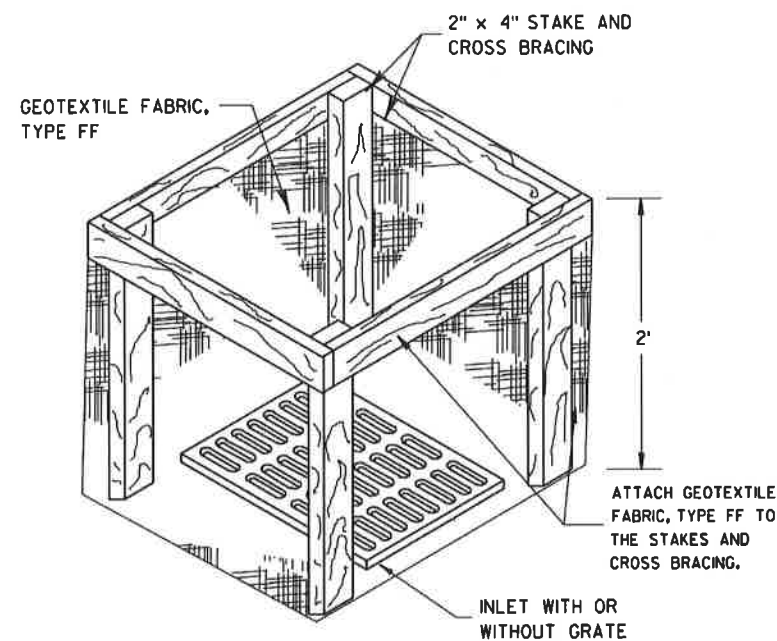
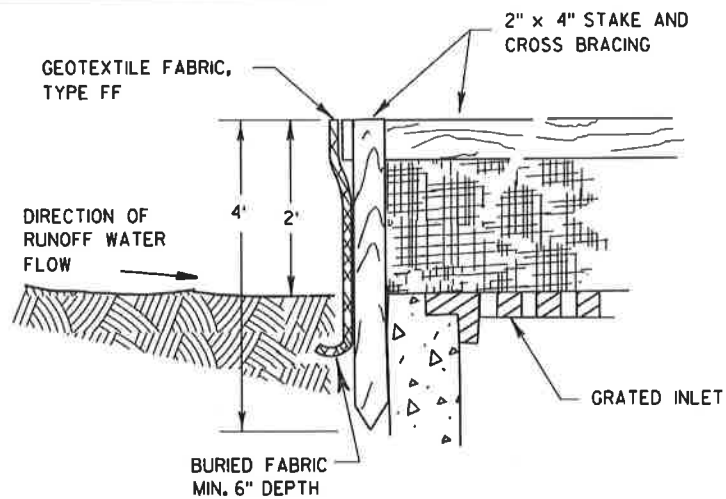
PLOT DATE : 6/28/2016 8:04 AM

PLOT BY : TIMOTHY L. BREY

PLOT NAME :

PLOT SCALE: AS NOTED

WISDOT/CADD SHEET 44



INLET PROTECTION, TYPE A

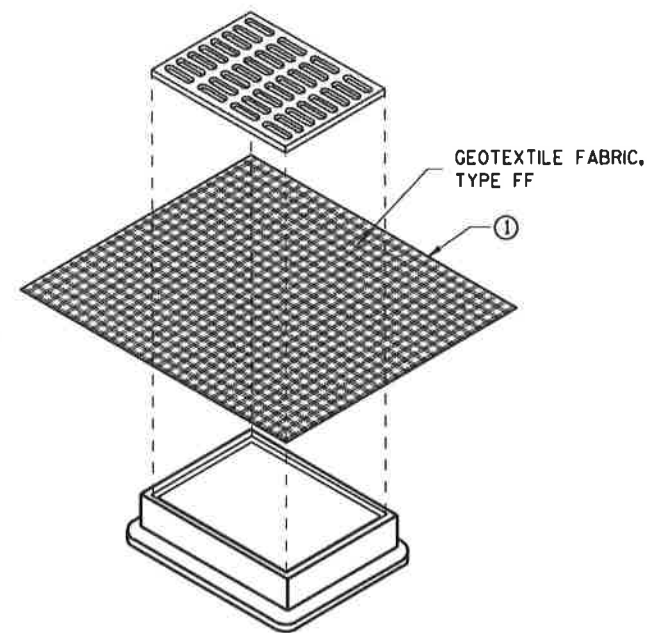
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

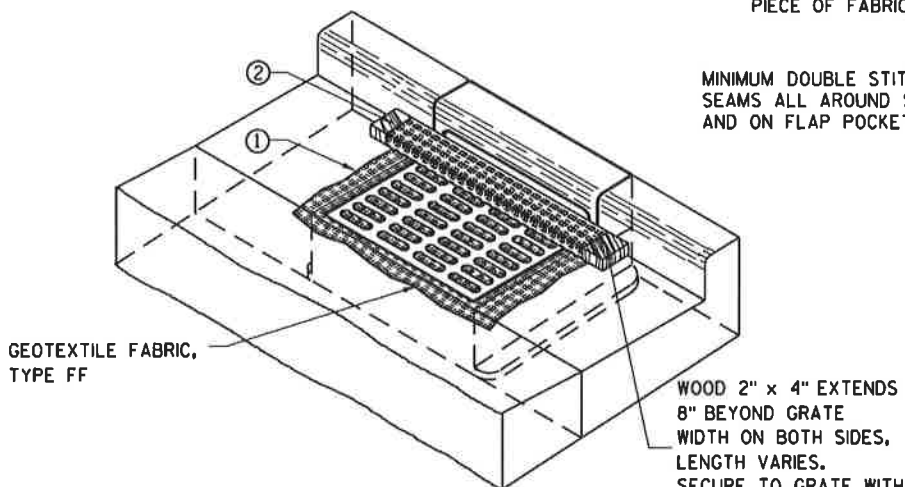
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

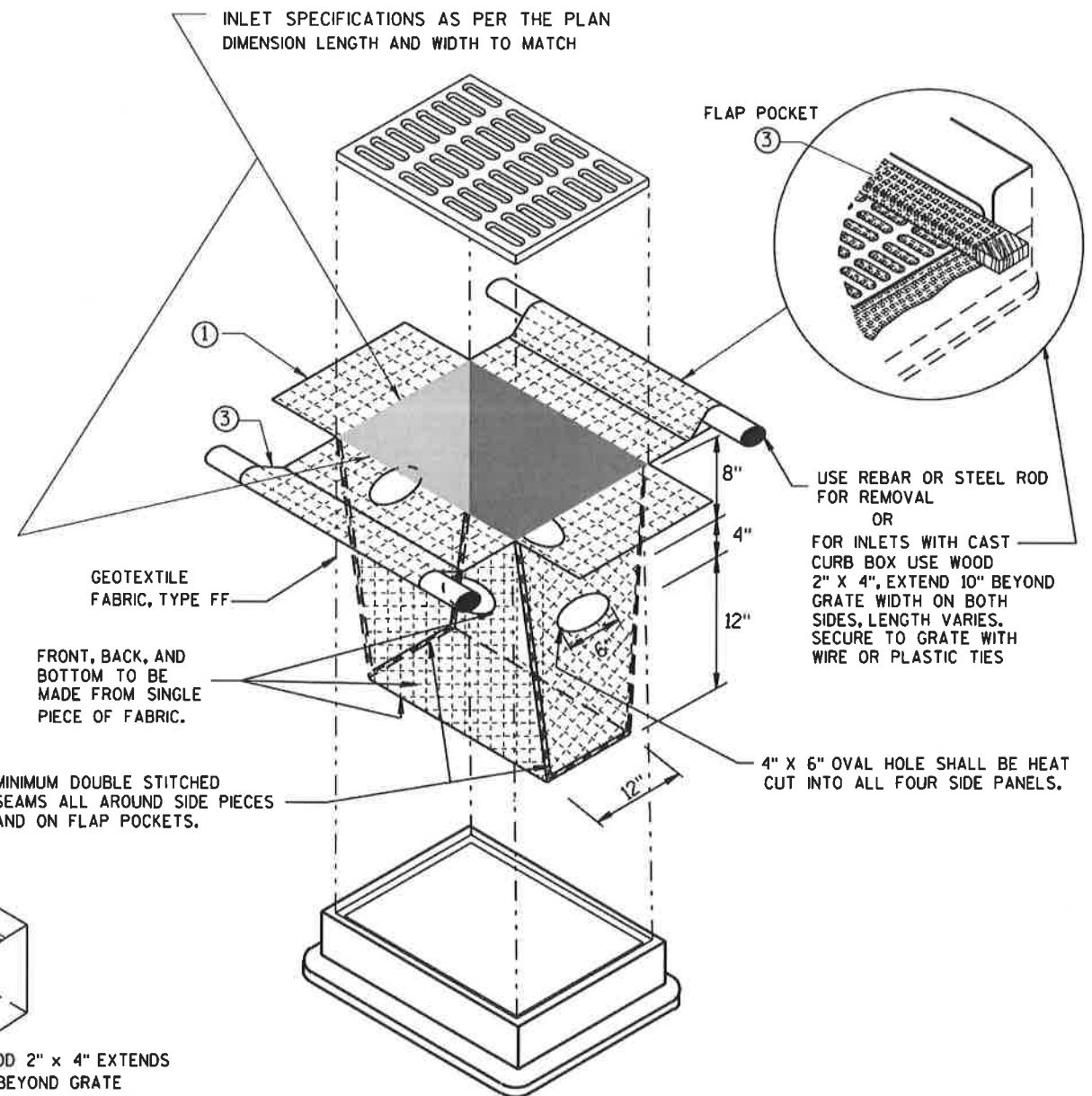
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

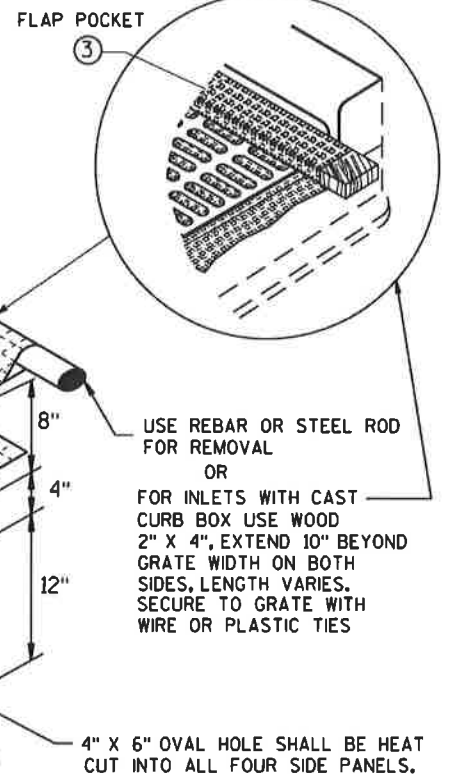
DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



INLET PROTECTION, TYPE D
(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)



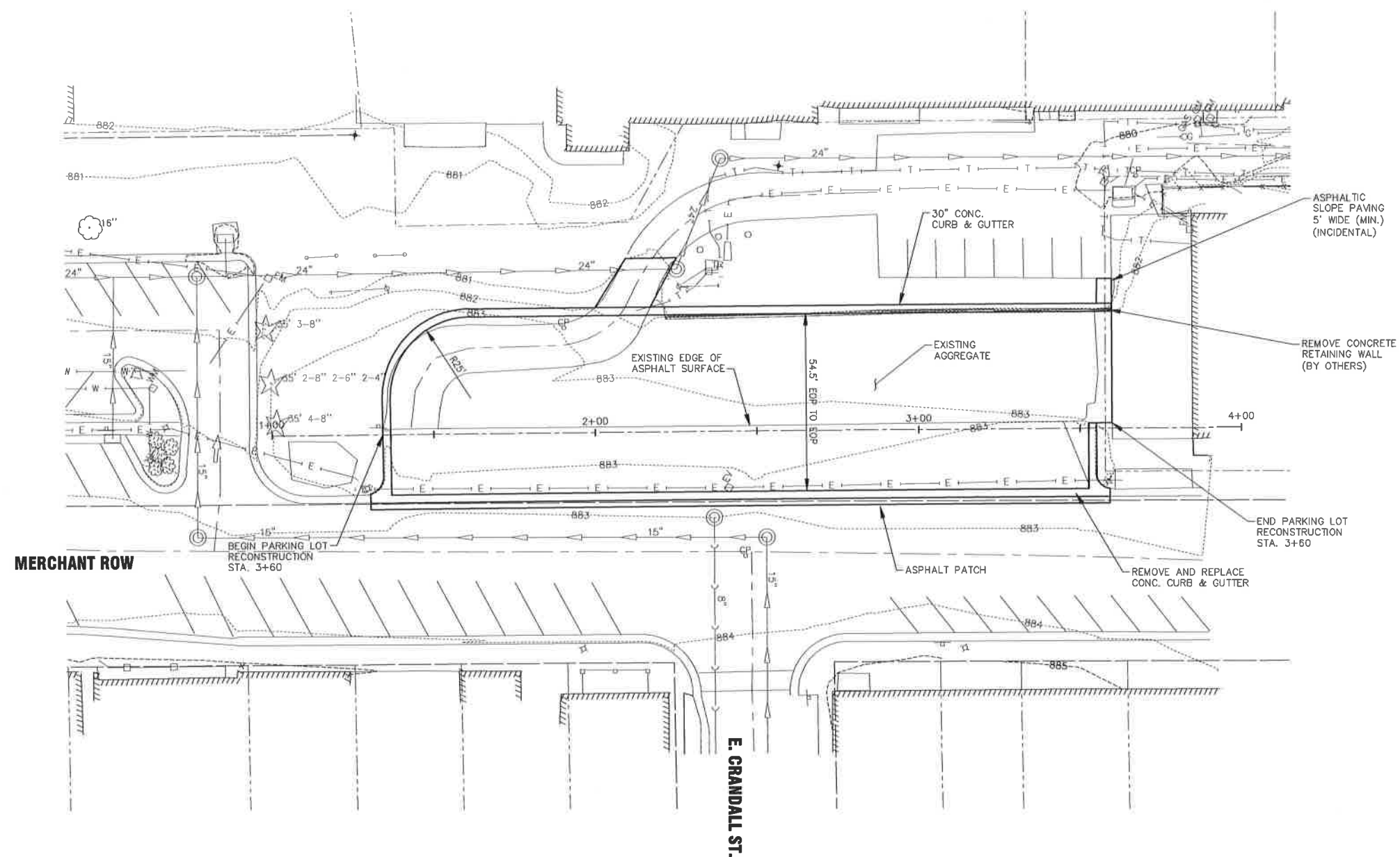
USE REBAR OR STEEL ROD FOR REMOVAL OR FOR INLETS WITH CAST CURB BOX USE WOOD 2" X 4", EXTEND 10" BEYOND GRATE WIDTH ON BOTH SIDES, LENGTH VARIES. SECURE TO GRATE WITH WIRE OR PLASTIC TIES

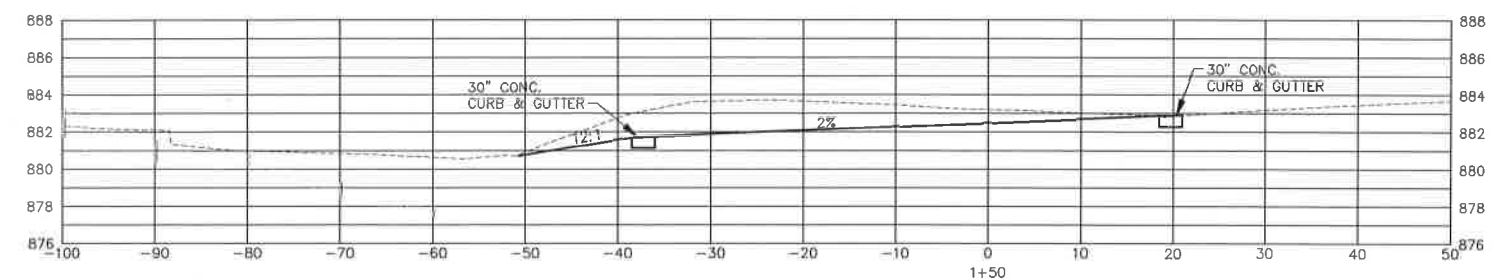
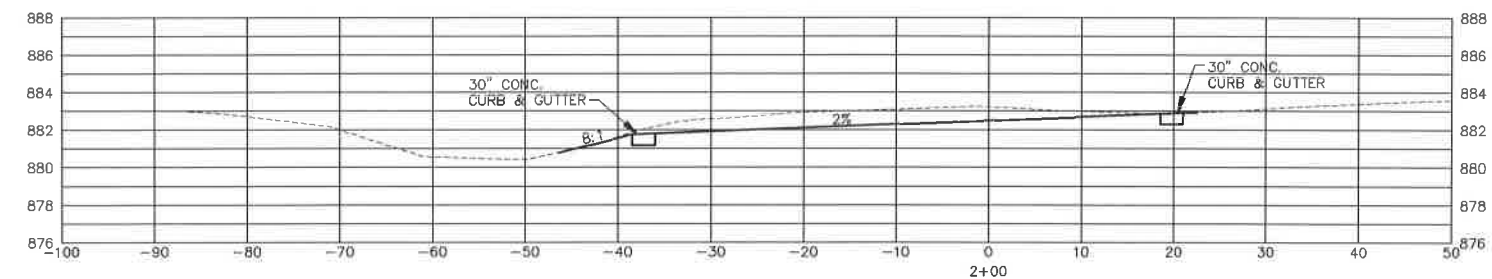
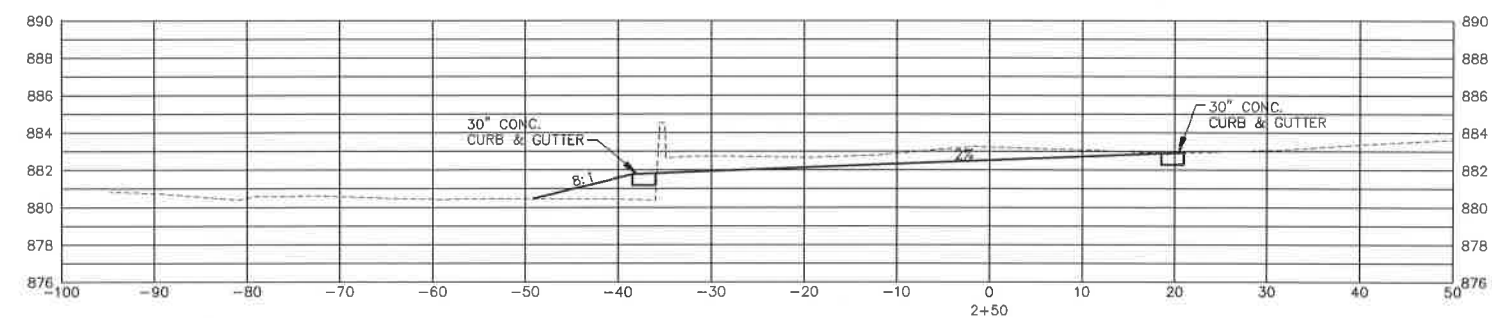
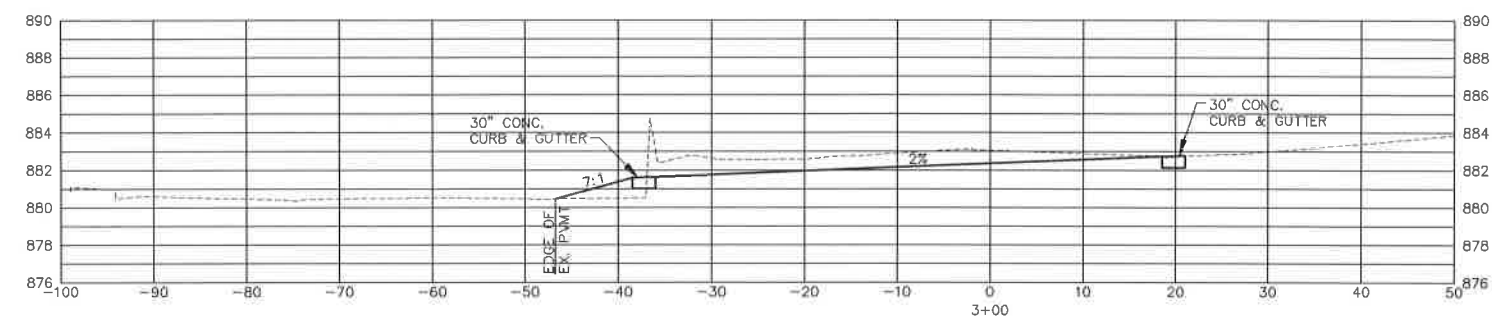
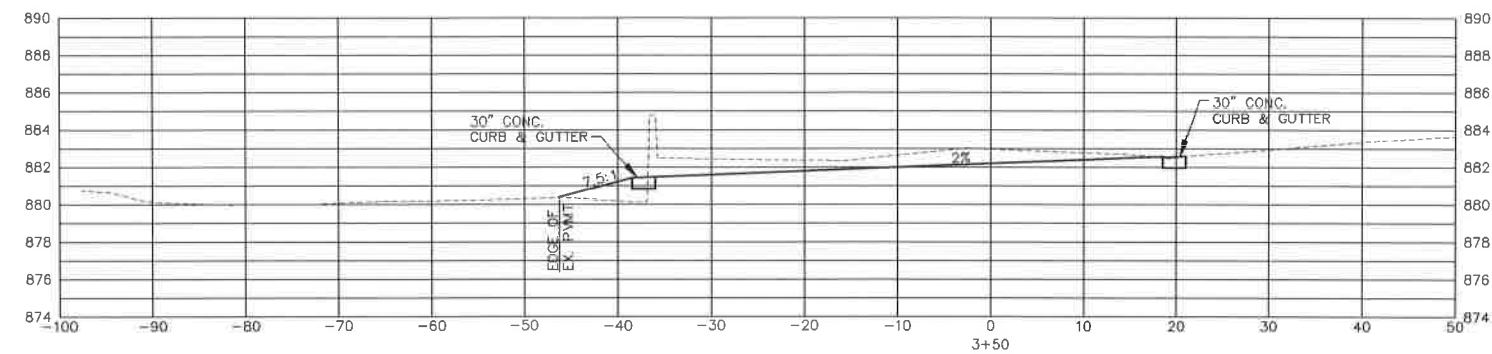
4" X 6" OVAL HOLE SHALL BE HEAT CUT INTO ALL FOUR SIDE PANELS.

**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-02 /S/ Beth Conneastro
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA





PART B — CHICAGO STREET RECONSTRUCTION



PART C — CHICAGO STREET RESURFACING



CATCH BASINS

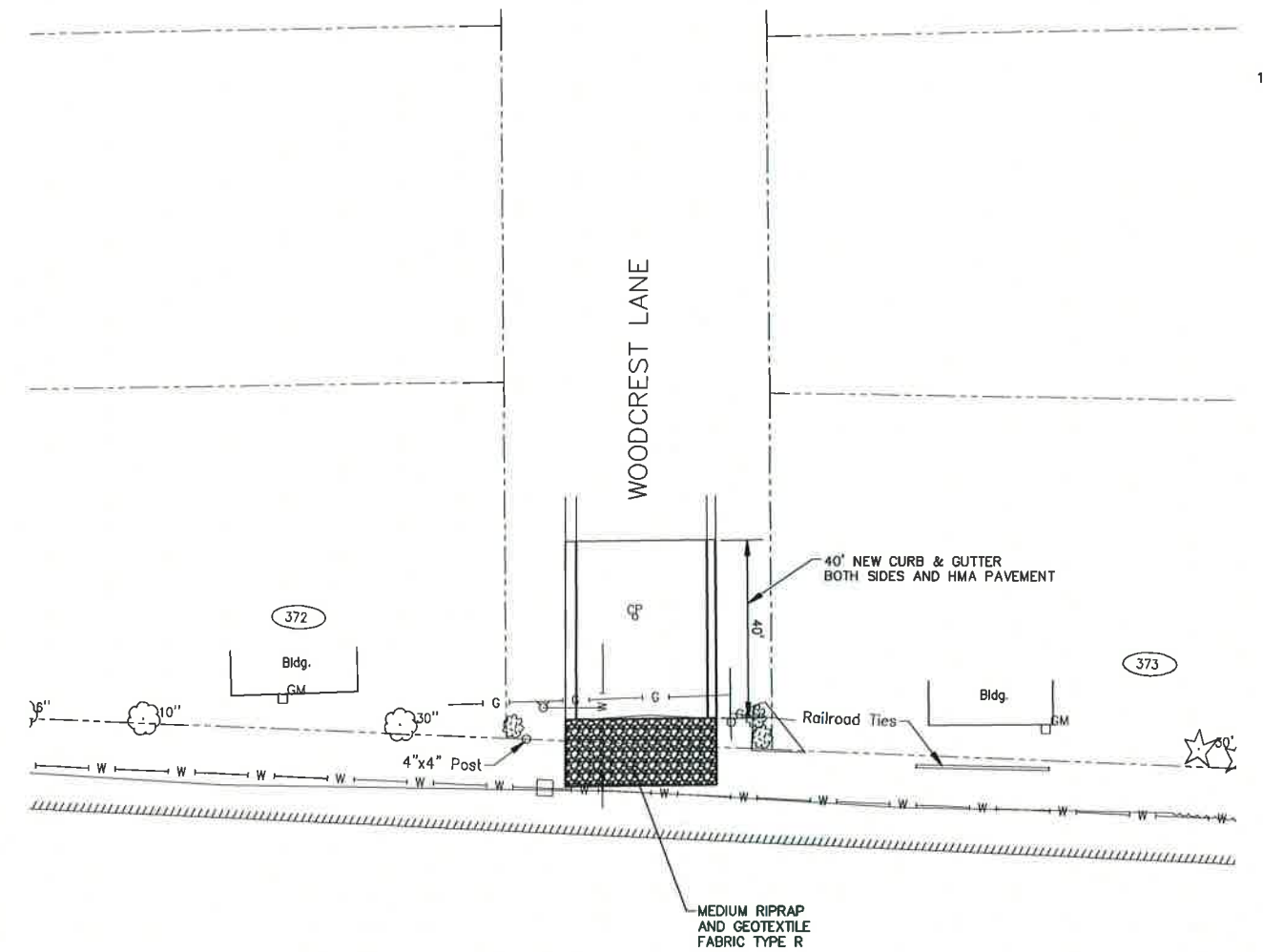
ST-CB 1	ST-CB 2	ST-CB 3
2'X3' BOX	2'X3' BOX	2'X3' BOX
T/C TO 12" I.E. S. = 31"	T/C TO 12" I.E. S.W. = 38"	T/C TO 12" I.E. S. = 52"

PART D – SERNS ROAD RESURFACING



N
1"=80'

ALTERNATE – WOODCREST LANE



N
1"=20'